

INDEXA



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K4M—Midway Atoll 2009

By Joe Pater W8GEX, Tom Harrell N4XP, Janet Pater W8CAA

Midway Atoll, a US possession in the mid Pacific, serves as a National Wildlife Refuge with the administration of the atoll assigned to the US Fish & Wildlife Service (USFWS). Midway Atoll was utilized by the United States as a US military installation for many years until the early 1990's. It was at this time it became a national wildlife refuge with its natural resources the prime focus.

Amateur radio operations were plentiful while the US military occupied Midway from before World War II until the early 1990's. However, after 1993 when the island was transferred to the US Department of the Interior, requests by amateurs to activate the atoll were not approved.

Then, in January 2009 without any notice, the USFWS unexpectedly announced they would sponsor an operation during the October 2009 time frame.

In their announcement they set forth guidelines unlike any DXers had ever seen before. Specifically the one requirement that was most unusual was they were offering radio on Midway Atoll based on the number of beds available to visitors and then only on a first come-first served basis. No teams would be considered. The announcement provided a telephone number to call to make reservations. We were to learn later the number of beds totaled seventeen and they were filled within hours. For the most part no one knew who had been given a bed. However, it was not long before we all knew who would be going when USFWS sent acceptance e-mails to all who had applied.

As time passed, the makeup of the team changed. In the



The "team" which brought you Midway Atoll started as 19 individuals by nature of the selection process, and ended as a cohesive group.

end the USFWS increased the total number allowed from 17 to 19 and would tell us the group consisted of Bruce Butler W6OSP, John Kennon N7CQQ, Arnie Shatz N6HC, Tom Harrell N4XP, Craig Thompson K9CT, Max Mucci I8NHJ, Dave Johnson WB4JTT, Franz Langner DJ9ZB, Joe Pater W8GEX, Charlie Wooten NF4A, Paul Newberry N4PN, Joe Blackwell AA4NN, Kimo Chun KH7U, James Brooks 9V1YC, Tom Berson ND2T, Kevin Rowett K6TD, Art Blank WA7NB, Charlie Spetnagel W6KK and Don Greenbaum N1DG.

USFWS also advised they controlled the back-up list and no more operators would be added except those they supplied. They had established a backup list and if anyone dropped out they would add the next person on their

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inside...

INDEXA President Dixon recognized for service to Amateur Radio

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backup list. We were also told should vacancies occur we would not have any say in who would be offered a bed. As it turned out, some we knew, some we knew of, and others would be strangers. Even though we were not organized, the team did change a bit over time as some members had to drop out for various reasons.

Soon we were talking on SKYPE™ as a group. Many of us knew each other and we soon came to know those who we did not. Before we knew it, we were discussing how best we could make the operation a success. It was not easy since we didn't know everyone and unlike all other DXpeditions, we were unorganized. After lengthy discussions, it was a unanimous decision that we elect a leader and organize, even though USFWS did not want a "team". It was agreed that Tom Harrell N4XP would serve as the leader. There were several on the team that had led DXpeditions before, but never one this size. Tom, on the other hand, had led some large groups, one of which was the highly successful Kingman Reef (K5K) operation. He also played a major role in the activation of Scarborough Reef, an operation taking five years to come to fruition. Tom agreed to oversee the total operation and then requested Dave WB4JTT to be co-leader with him. Dave agreed and we were on the way as an organized "team"—exactly what USFWS had said they did not want.

At that point, Kimo Chun KH7U, who was one of the initial selectees was asked to contact the refuge manager, Matt Brown to talk organization and how we felt it would be of benefit, not only to us, but to USFWS as well. We explained just having a single voice to deal with, in all matters, would be best for them instead of 18 people calling every other day. Matt agreed and we were now moving in a direction we all were accustomed to, and with which we felt very comfortable.

A management team was established for five specific areas. Don N1DG would handle IT, Bruce W6OSP finance, Kimo KH7U and Dave WB4JTT would take care of transportation and logistics, and Joe W8GEX would oversee radios/amplifiers/antennas and any other area dealing with operations on a daily basis. Dave, an attorney, would also take care of all legal requirements.

Now that the management team was in place, we were ready to start planning for what we hoped to be an outstanding DXpedition, but also knowing we had our work cut out for us. Each manager was directed to bring various other team members into his area of concern to assist, with some individuals serving on more than one team. Over the next six months we had hundreds of SKYPE™ calls and emails while all details were addressed and problems solved.

We soon realized we had to set a date based on the time

frame USFWS had identified. In the notification letter from the USFWS, we were told the DXpedition had to take place during the period October 5 to October 19, 2009. This was primarily because of the bird migration which brings about 1.5 million birds to the island on or about October 19.



A Midway "White Tern". This is but one of many bird species which live on Midway or migrate through Midway at various times of the year.

We preferred two weekends but not ones with a contest. Also, did we want to do it all with one team, or did we want to use two teams with shift change in the middle? Because of the inherent transportation costs, we decided it should be one big team effort.

We also knew we needed a call sign and Joe W8GEX suggested a one by one call, and after various suggestions, K4M was selected and reserved. Now we needed a way to get to Midway. A boat was not an option because

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of intense environmental concerns, so we started re-searching airplanes.

Research quickly proved only one airplane would be available and this was also the same aircraft that goes to Midway for the USFWS under a contract agreement. USFWS has regularly scheduled flights for their needs, but the aircraft was small and would not accommodate USFWS assets plus our entire team. Our only choice was to charter this same aircraft when it was not committed elsewhere or on a day it was in use by the USFWS. We then learned the aircraft would only carry 17 and even then had restriction on baggage weight—which ended up being 18 pounds per person. It was then decided two team members would fly on a USFWS flight the day before, and the rest of the team would fly on our charter which was scheduled for October 5th. The weight restriction meant that all of our personal belongings, all equipment and supplies, including the radio equipment, would have to be shipped in a container on a USFWS supply barge to Midway in August.

Many tasks were assigned early on. Kimo KH7U, has worked with many DXpeditions to the Pacific Islands and because he had worked with USFWS before, he understood their procedures. Therefore, he was the liaison between the team and the USFWS. Having been on numerous prior DXpeditions, Kimo had amassed a large inventory of equipment. This DXpedition was able to utilize some of that equipment. He also coordinated the purchasing of the band pass filters and stubs for each station. Kimo would also provide the staging area in Hawaii, and coordinate all logistics.

Don Greenbaum N1DG, who had also worked on the Scarborough Reef operation with Tom, coordinated the shipping of supplies to Arnie N6HC in California who served as a central receiving point for equipment that would travel to Midway on the USFWS supply barge. Arnie oversaw the collection and organizing of the equipment before it was put on a container to Hawaii. Once in Hawaii, Kimo picked up the equipment, added his items, tagged and inventoried everything and then loaded it on skids and finally arranged for shipment via container to Midway.

Don N1DG suggested, and everyone agreed, that our equipment should be standardized and interchangeable. This was done for numerous reasons, all of which were important to the overall mission, such as set up and ease of maintenance and familiarity by all concerned. Don programmed all station controls and hardware at his QTH in Massachusetts prior to arrival on Midway. Once on Midway, setup was fast and efficient. All six positions were then set up identically, with each position capable of CW, SSB, or RTTY. Equipment was Icom IC-7600s and Acom amplifiers using Rig Experts interfaces. Computers were

also standardized for ease of use. We had several standby amplifiers if needed.

Bruce Butler W6OSP was our finance man. Bruce, a past treasurer of NCDXF and now its President, had also been on several DXpeditions. Bruce was assisted by Margaret Blackwell, XYL of Joe AA4NN, who was a great help to Bruce in tracking income and expenditures. Markus DL9RCF, assisted by coordinating the European donations. Janet W8CAA also assisted Bruce in the fund raising efforts and contacted clubs and associations for financial assistance. She also worked with the rest of the team in gathering their personal data and keeping it current for the management team.

Dave Johnston WB4JTT would be responsible for the physical plant which was any and all requirements for the physical configuration of the operation. He also handled all legal responsibilities.

OK1KT, a member of the support team arranged for QSLs from Beda of ELLI Print, who as a sponsor would be supplying QSLs.

Joe W8GEX was in charge of daily on-island operations dealing with any and all areas concerning transmitting and receiving, i.e. radio position setup and tear down, cable requirements and needs dealing with positions, on-going maintenance once on island, antennas, propagation prediction, radio preparation prior to shipment, etc. For the operational scheduling, Don and Joe worked together to assure all positions were properly manned as required.

K4M would use two separate main operating positions to include separate antenna fields, one for CW and one for SSB. Planning and decisions included where each station would be set up, where the antennas would be placed to include coax runs, amounts of 12 volt control cable, connectors needed, amount and location of electric power service and other logistics.

With two separate antenna fields required, Paul W8AEF offered one set of SVDA's (switchable vertical dipole arrays) and John N7CQQ would have Paul build a set for him that he would loan the operation. This would provide SVDAs for each operating site. Arrangements were also made for the use of Kimo's two Titanex verticals as well as the loan of a Battle Creek Special from the Battle Creek Group. A vertical for 30 meters would complete the antenna requirements for 10 through 160 meters.

With October 9th set as the departure date for Midway the team started to arrive in Hawaii with the arrival of WB4JTT, W6OSP and N4XP on the 5th. It was at this time we quickly learned our plans had already started to unravel with the bad news that the aircraft that was to take us to Midway was broken. We had back up plans for

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every possible problem except transportation. There just was not any other means to reach Midway and now it had reared its head!

Soon several others arrived on the 6th and the remaining members had arrived by Wednesday evening. However, the airplane problem continued and we were thrust into a hold position. All the while we were being told the aircraft would be fixed "soon"! At least the equipment had arrived on Midway and was waiting for our arrival, and we were together as a team.

As most people now know, departure at our scheduled time did not happen. The aircraft was on Christmas Island and attempts were under way to repair it. We also had learned the problem revolved around an oil indicator light for one of the engines that would come on, but only after four hours of flight. The pilot would have to shut this engine down to avoid damage to it, and then land with one engine. We were also told they had flown a mechanic to Christmas Island to make repairs and to get the plane back to Honolulu. That was completed and with the thought the problem was fixed it departed for Hawaii. However, as it neared Hawaii, the light came on again. Once the aircraft arrived in Hawaii the mechanics worked diligently but had difficulty locating the problem. It was only by a process of elimination, which took several days, that they resolved the issue. Each day they were getting further behind on their flight schedule. They were as frustrated as we were, and even had a mechanic fly in from California to assist resolving the problem. This gave us many ups and downs as the charter service would tell us they found the problem, only to later find it wasn't really fixed. As this went on until Sunday morning, we were all very frustrated. To complicate the issue the USFWS had employees stranded on Midway that needed to leave; one for a funeral and another because his wife was about to give birth. There were also employees in Honolulu that needed to get back to Midway. Also, supplies needed to be delivered. Needless to say, it was a stressful time for all.

In the meantime, we were frantically searching for alternate aircraft. One of our team members, Art Blank, WA7NB, who is an FAA air traffic controller, suggested that someone go to the airport and look around for other possible aircraft that could take us. So Art, Kimo and Don went to the airport, noted tail numbers from possible aircraft, researched the owners, and contacted them. They all said no for a variety of reasons. Don, who is a facilitator of international shipments, called a friend and found an aircraft in California that could take us. However, this plane was cost prohibitive. That left our only choice the aircraft with the oil leak that was originally chartered. While we were seeking alternate transportation, the DX world was kept up to date through trade publications and

our website.

We had scheduled a team meeting at the hotel to finalize the operation for Thursday, the day before we were to leave. Even though we were delayed, we continued with the meeting. This included our plans for staging, unpacking and repacking of equipment, setup, flagging of the antennas, lodging, scheduling, and most importantly, tear-down, and the cleanup.

While waiting, in one of our many calls to Midway, Matt indicated there was room for an additional member of the team. The aircraft still held only 17 and we knew that would be an issue, but we moved ahead and went to the list for the next available operator. Next on the list was N5IA who was not able to come. The next person then on the standby list was Charlie Wooten NF4A, who was enjoying an anniversary dinner with his wife when he received N4XP's call. Even after being told he had 24 hours to get to Hawaii, he was very happy to be invited and eagerly accepted. He quickly left his dinner, went home, secured flights, packed some clothes, and was off. Because he had such a short notice, the only choice was for him to drive five hours from home in Florida to Atlanta, GA, to catch a flight to Hawaii. So, 23 hours later Charlie was picked up at the Hawaii airport, a bit disheveled, but still glad to be a part of the team. We, too, were glad to have him.

Now we settled into a waiting game. Friday and Saturday passed with no signs of the aircraft being repaired. We met three times a day to make sure all was still on track except transportation.

On Sunday morning, Art received a call from the pilot telling him they had fixed the problem and were making one more test flight. If successful, we would depart at 3PM. As it was, some of the team had planned to pass time by doing some sightseeing but were quickly called back to the hotel as the time by now was after 12 noon! Kimo then received a telephone call telling us to be at the airport terminal at 3PM.

Once we were at the airport and the team was assembled, we learned we would exceed the weight limit of the aircraft. We also learned of a USFWS charter to Midway on Tuesday and that we could have two seats. W6OSP and NF4A volunteered to remain behind and travel on Tuesday. The initial crew departed without difficulty at 3:30PM.

During our flight, Art WA7NB, N1DG and K6TD operated K4M aeronautical mobile. This was our opportunity to let the DX community know we were airborne, and that the DXpedition was definitely going to happen. Thankfully, our flight was uneventful, and we arrived at 8:30PM Midway time.

Upon arrival on Midway, we were met by Matt Brown, the

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refuge manager, and several of his staff. We were then required to attend an orientation about Midway Atoll given by USFWS personnel. This was to familiarize us with the island's infrastructure, and most importantly, about the wildlife. It took about an hour and then we went to the barracks for our lodging assignments. Soon we were all getting some much needed sleep. Sleep was not easy as we were all anxious to get going. After all, we should have been on the air by this time.

At 0630 the next morning, we were met at the barracks by USFWS Manager Matt Brown. After breakfast he took us to the transportation office where our equipment had been stored. It was then moved to the staging area just off the beach, where we would be operating. At the same time, we were all issued bicycles for our personal transportation.



A flatbed trailer loaded with equipment awaited us to begin setup.

As planned, the operation was separated into CW and SSB camps, with the stations being about 500 feet apart. The SSB station was set up in a tent, and the CW station was located inside the tavern used by the Midway staff. The CW station was put there—oh, those quiet CW ops—so the tavern patrons wouldn't be bothered by radio chatter when the tavern was open for business.

Finally we were under way. While Don, Kevin, and Kimo started station setup, the remainder of the team - W8GEX, AA4NN, N6HC, WA7NB, W6KK, N4PN, K9CT, N7CQQ, I8NHJ, DJ9ZB, 9V1YCV and ND2T started the big task of assembling the two separate antenna fields. This meant unpacking all the boxes, organizing the piece parts and assembling the antennas. In the meantime, W8GEX and several others surveyed the beach area to compare our planning versus the reality of what was be-

fore us. At the same time, WB4JTT started tent erection as well as checking to make sure the electrical source was as it needed to be. All actually seemed to go smoothly and quickly—not perfectly, but pretty close. We did a lot of coordinating using handheld radios thus saving many steps.

Due to concerns for avian wildlife, USFWS restricted the antennas to verticals only. The SVDAs proved to be sturdy, but because they were guyed, we had to have ribbons added to the guys to alert the birds. We also had two SteppIR verticals, a DX Engineering 30/40m vertical, two Titanex E160E verticals, and the Battle Creek Special, all of which required placement of numerous ribbons. All antennas worked well and also made beautiful photos. Because of the large number of antennas and the extreme heat, the antenna fields were not fully erected till late the next afternoon.



Erecting the Titanex and other antennas with their "anti-collision" ribbons provided a colorful and festive scene for man and birds.

In our planning, we knew the antennas should be placed at water's edge for best performance, but the USFWS would not permit this because of the seal population. Most of these antennas were placed 100 ft. to 200 ft. from the water's edge and worked extremely well. We ended up getting outstanding signal reports and had no trouble receiving.

Because there was no electric service outside the buildings that we could use, Kimo had worked with USFWS prior to our arrival for the installation of both 110v and 220v junction boxes. Large electric cords were run from these boxes to our stations. This electric upgrade was paid by the DXpedition and left intact, so that future DXpe-

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ditions would have it available. It was an excellent setup for our needs, and we give credit to Kimo for the engineering, and working with USFWS to be sure it was installed correctly.

The first CW QSO was 13 October at 06:07 with ZL2IFB on 20 meters and the first SSB QSO was 13 October at 06:33 with JE1AON on 20 meters. Five stations were operational within the first 13 minutes of operation.



Above, operating conditions for the CW operators were far more comfortable than that found on most DXpeditions. Below, phone operators experienced a more rustic setting.



Once we were up and running, everything went smoothly. Each operator worked three hour shifts, with six hours off. Don did an outstanding job on scheduling the operators.

In addition to CW, SSB and RTTY our operating plan called for 6M and EME. Sponsors provided all the equipment and it was on site, but we quickly learned the antennas were not bird friendly and we were not allowed to set them up. This was a disappointment since we had the antennas with us, and we knew there were lots of people waiting to work these two bands.

Before the trip, Jose AB6RM contacted Bruce W6OSP about setting up a schedule with the Aircraft Carrier USS Midway, now a museum ship in San Diego. The USS Midway was named for the battle that became the turning point in the Pacific during World War II. This would commemorate the historic linkage between the namesake Battle of Midway in June of 1942 and the USS Midway Museum. For the occasion, their station would be manned by amateur radio operators who are Midway Museum volunteers.

What a wonderful opportunity this turned out to be. The schedule was set for K4M on Midway Island to make contact with the Midway Carrier Museum at 2200z on 14.325, with Bruce W6OSP, a former U.S. Navy Communications Technician as our operator. At that time, the regular operation working the pileups went QRT and moved to the assigned frequency and established contact with NI6IW, the USS Midway. This QSO made a lot of happy operators on both ends. After a handful of exchanges with the operators aboard the ship, we went back to our main pileup. At that point we decided to do the same the next day to give more of their operators the opportunity to get in the log. We were glad we were able to make this possible as it was quite meaningful for both the Midway Museum volunteers and ourselves.

Our sleeping quarters were in the former Navy barrack. It had been renovated from the military days and was quite comfortable with all meals served in Clipper House, the island cafeteria. It was open for 1½ hours per meal and you had to eat during that time or you didn't eat. We would relieve the five on duty during "dining time" in order for them to eat, and then they would go back and finish their shift.

In addition to the cafeteria, facilities included a bowling alley, a grocery store, an internet café, the "Midway Mall", a movie theater, and a tavern. These facilities remain from when the Navy was there and are still operational today but with reduced hours. Many of the outbuildings were in disrepair with no plans to repair them, however, several key facilities are maintained as offices and work areas. The runway was repaved earlier in 2009 and was in good condition.

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While on the atoll, Matt Brown offered to give a tour of Easter Island, the original "Midway", and several team members made that tour. They reported that virtually all buildings are gone, but the runway is still there, in poor condition and overgrown.

Our weather on Midway was pleasant though hot at times. It was extremely hot the first two days while we were erecting antennas, then it cooled off with sunny weather the remaining time. As luck would have it, the day we tore down was windy with blowing but warm rain. On Sunday morning before we started to tear down the wind took down one of the Titanex verticals.

Our operating plan called for tearing down one station at a time so we would be on the air as long as possible. The last CW QSO was 19 October at 19:00 on 30 meters with NH7CU with I8NHJ the operator. The last SSB QSO was 19 October at 19:10 on 17 meters with AA1V and N1DG the operator. In the end 60,729 QSOS were made with over 18,465 unique callsigns. A breakdown of our QSO distribution by continent is shown in the table below:

| Continent | Number of QSOS | Percent |
|------------|----------------|---------|
| Africa | 171 | 0.3 |
| Asia | 17449 | 28.7 |
| Europe | 12677 | 20.9 |
| N. America | 28251 | 46.5 |
| Oceania | 1348 | 2.2 |
| S. America | 833 | 1.4 |
| | 60729 | 100.0 |

We departed for Honolulu on schedule on Monday, again with 17 team members with two staying for the USFWS flight on Friday. This time, John N7CQQ and Dave WB4JTT remained behind to close out the operation and arrange all the equipment for return, either on another upcoming flight, or on the USFWS supply vessel.

Our three day delay in transportation reduced the on air time to six and one half days, but even so, almost 61,000 QSO's were made. Propagation proved to exceed all expectations with conditions open to many areas of the world 24 hours a day. Much emphasis was put on working Europe, and afterward, we were very happy with the number of European contacts.

This operation came about like no other that has ever taken place. With no leader and no team already selected, it developed into an effective operation with highly skilled operators using good solid planning and proven operating practices and reliable equipment. The backgrounds and DXpedition experiences of these operators reads like the ARRL Country list with operations from 1A0, 3A, 3B7, 3B9, 3C0, 3DA, 3X, 4O, 4W, 4X, 5U, 6Y, 7P, 6O, 7O, 9A, 9M6, 9M0, 9U, 9V, 9X, 9Y, A2, A5, A6, BQ7, BS7, BV, BY, C5, C6, C9, CY9, D6, DL, E2, E3, EL, ET, FG, FO0, FO8, FT5, G, GD, GW, H40, HA, HB0, HP, HR, HV, I, J2, J3, J5, J7, J8, JT, JY, KH2, KH4, KH5, KH5K, KH6, KH7K, KH8, KH9, KH0, KL7, KP2, KP4, ON, P4, PJ0, PJ2, PJ4, PJ9, PY0, PY0S, SM, SO, ST0, OD, OE, OK, T30, T33, T7, T9, TA, TG, TI, TI9, TN, TO5, TT, TX5, UA, UA9, V2, V4, V7, VK9Z, VP2E, VP2K, VP2M, VP4, VP8, VP8G, VP8S, VP9, VS6, VU4, VU7, VY, XE, XR0, XU, XY, ZK1N, ZL7, ZL8C, ZF and ZS3. One cannot beat experience and this operation was fortunate to have available the skills to make it a success.

Everyone on this trip was hard working, congenial and an outstanding operator. It was wonderful that this team, which was put together in such a different way—under USFWS guidelines—worked so well together.

One of the goals of the Midway 2009 team was to ensure that those entrusted with the preservation of Midway Atoll were left with a positive feeling toward ham radio, thus hoping to assure future operations. This operation produced no problems for the local birds, and many positive comments were received while we were there. We are confident ham radio will again soon be heard from Midway Atoll.

We would like to thank the DX community for their patience and their financial support. Without your help, this trip would not have been possible. The team tried very hard to give you a very professional DXpedition. We are most grateful to you.

Of course, our gratitude also goes to the US Fish and Wildlife Service and especially the Midway Refuge Manager, Matt Brown, and his staff for the support provided in making the operation happen, but most of all for allowing our DXpedition to take place. We also wish to thank NCDXF, the Colvin Foundation, INDEXA, GDXF, SWODXA, SEDXC, the Swiss DX Foundation, EUDXF, the Lone Star DX Association, OZDXF, RSGB, the Carolina DX Association, the Clipperton DX Club, ICOM, ACOM, Rig Expert, Heil Sound, WX0B, Davis RF, Write-Log, Vibroplex, Autek, the Battle Creek Group, ELLI print, W8AEF, and W6SZN, all of whom were principal sponsors of this DXpedition. We also want to thank those other clubs, associations, and the many DXers who provided additional financial support to help make this operation a

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success. The team also wishes to thank those who provided IT, electronic, financial, logistical, and QSL support throughout the operation – AA1V, DL9RCF, W5DNT, W6XA, Margaret Blackwell, W8CAA, OK1KT, AH6NF, WH6GS and AH6OZ.

—73 Joe Tom Janet



Every member of the team brought home with him remembrances of the sunset on the last evening on Midway.

President Dixon Recognized for Service to Amateur Radio

INDEXA's President, Gary Dixon, K4MQG, experienced a pleasant surprise on March 13 when he learned he was to receive an award for service to amateur radio.

At the Charlotte, North Carolina Hamfest, ARRL's Roanoke Division Director Dennis Bodson (W4PWF) and the Division's newly elected Vice Director Dr. James Boehner (N2ZZ) announced that Gary Dixon, K4MQG, was a co-winner of the 2009 Roanoke Division ARRL Service Award, also known as the Vic Clark Award

The award was instituted in 1968 by Roanoke Division Director Vic Clark (W4KFC). The annual award is to provide recognition to individuals with a long history of significant and consistent contributions to Amateur Radio. Nominations are accepted from any amateur in the Roanoke Division—making it an award bestowed by one's peers.

Winners of the Service Award become members of the election committee and vote on which nominee should be honored each year. An individual can receive the award only once. Director Bodson announced that the 2009 winner of the ARRL Service Award was in fact two people in a tie vote for 2009—an unusual, but gratifying occurrence. The other winner was Carl Clements, W4CAC, Virginia Section Manager. Congratulations to both Gary and Carl.



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